

out the wide universe still regard the Rifle Brigade as the "eye" of the British Army, and the "tip" of the lance, (renewed cheers). Gentlemen, in bumpers let us earnestly wish "Long life, health, and happiness" to the gallant First Battalion of the Rifle Brigade, coupled with the name of Alexander, their deservedly popular Adjutant and a dashing and brilliant player. He acted as our Secretary for a while, and has done more than any one to improve the play and further the interests of Polo in Hongkong. (Prolonged cheers, followed by "They are jolly good fellows.")

Mr. Alexander, who was received with hearty applause, said—Mr. Chairman and gentlemen, on behalf of the officers of the 1st Battalion Rifle Brigade, I thank you very sincerely for the cordial way you have received and pledged the toast of our health. This Battalion of the Rifle Brigade has always been very keen on Polo, and though we only succeeded in carrying off one Tournament, viz. the Calcutta Monsoon Tournament, we had several very hard fights to win the Infantry Cup, and in 1894 and 1895 we reached the final heat, beaten both years by the winners; the first year by the regiment who will soon be amongst you, the West Yorkshire, and the latter year by the Durham Light Infantry—the present holders of the Inter-Regimental Tournament in India. Since we have been here we tried to do our best for Polo, but our great difficulty has been to get ponies to keep sound, and while I was Secretary I broke down no less than three in one fortnight, and others were equally unfortunate. I am afraid as long as Polo exists here this will always be a great trouble. I can only do what I can to assist the cause, but I am a Major-General, which would be about the corresponding rank to that held by our gallant chairman, I shall be playing polo as keenly as he does now. Gentlemen, I thank Mr. Whitehead most heartily for his kind references to the Rifle Brigade, and all of you for the enthusiastic way in which you have pledged the toast of our health. I now ask you to drink "Success to the Hongkong Polo Club," coupled with the name of that hard rider and sterling hitter, Captain Loveband.

Captain Loveband said—Mr. Chairman and gentlemen—On coming here to-night I did not expect to have to get up on my legs, as I did not quite know how I could be let in for a speech; but as Mr. Alexander has kindly coupled my name with the toast "Success to the Hongkong Polo Club," I must say that we are very sorry indeed that the Rifle Brigade are leaving Hongkong. The only thing that helps polo players to keep our heads above water is the hope that we may find in the new Regiment a few polo players who will in some degree help to fill the gap caused by the departure of the Rifle Brigade. I should like to propose the health of the absent polo players of the Rifle Brigade. I refer to Mr. Digby, who went home some months ago, to Mr. Salmon and Lord Gough, who were here only a few days, and to Mr. Power, who we regret to learn is to-night on a bed of sickness, and who went a long way towards making our last polo dinner a success. All these gentlemen have done yeoman service on the Polo Ground, and we hope to meet them there again. With this toast I should like to couple the names of past polo players. There is a gentleman present here to-night who accosted me rather warmly this afternoon with the words, "Who got up this polo dinner, and why wasn't I let know?" I am a past polo player and should have been told about it. Whitehead wants me to come as his guest, but I won't come as a guest. I have a right to be amongst the hosts in this farewell dinner to the Rifle Brigade. I said of course we were only too delighted to have him in any capacity. I refer to our worthy friend, Mr. Platt. Let us drink to "Absent friends and past polo players," coupled with the name of Mr. Platt.

Mr. Platt said—Mr. Whitehead, Capt. Loveband, and gentlemen. This is somewhat unexpected, but as I see I am the only past playing member present, I suppose my life is inevitable. I thank you, Capt. Loveband, for the kind way in which you have proposed my health, and you, gentlemen, for the cordial manner in which you have responded. My great regret is, as a past playing member I am speaking and not as a present playing one. I can hardly plead old age as an excuse for not playing, when I have such a brilliant exponent of the game and notable example before me as our worthy Chairman, Mr. Whitehead. I may add we are both about the same age. But, gentlemen, be the cause what it may, my grief at being a non-player is all the more intense when I go down to the Polo ground and witness the exciting games, nature now being played, and the earnest form that it takes, especially by the officers of the Rifle Brigade (cheers). Gentlemen, I can do nothing to what Mr. Whitehead has so eloquently said about them, but on behalf of the past players I should like to record our sincere and heartfelt regret at their departure. There is a little saying that "There are as good fish in the sea as ever came out of it," but gentlemen, I think we should have to fish over many wide seas, nay, limitless oceans, before we came across such a gallant and experienced player as we are coming here to-night. We are the color of Singapore they are going to, and our sorrow at their departure is fully alleviated, if that is possible, by the thought that we may once more meet in the old country, there to refresh our memories with the recollections of the many exciting games and pleasant times we have had in Hongkong. Before I sit down I should like to propose a toast, and that is the health of Mr. Thresher, coupled with "The Drama," with special reference to "Fra Diavolo," unanimously acknowledged to be one of the best things ever produced in Hongkong, and to the untiring exertions of Mr. Thresher, this is mainly due. (Cheers.)

Mr. Thresher replied in a humorous speech, and several other toasts followed.

Mr. W. M. Thompson in a felicitous speech proposed the health of the Chairman.

Mr. Whitehead replied—Gentlemen, I feel it fast becoming a household word, and in each successive year, gaining a firmer root and a stronger hold on public favour. A warm welcome awaits the new faces who come to fill up the gaps in the ranks made by departed favorites, but old friends, whether players or ponies, hold a warm corner in our hearts. The future of polo is largely dependent on new infusions of blood, quite as much so as a foxhound kennel. I deplore the fact that the civil element is now so backward in joining our ranks, and sharing in the many benefits which the manly and invigorating game yields. Several of the civilians keep one or more ponies and ride about the roads, so they cannot lose either expense or time as an excuse for not playing. Every sport has its utility, but no sport tends to make a man more a man than the entrancing game of Polo, and none fits him more for the stern joys of war, or enables him to better fill his part in the battle of life. There is no finer school in which to acquire the art of riding, as Mr. H. C. Bentley very aptly says—

"For the dashing turn and the slight step,
The eye that catches a note of wit,
The ring of the stirrup, the clink of steel,
And the rush of the furious ride;
The cheer when the ball through the goal is driven
By the steady hand and eye,
Have a wild delight in themselves alone
That this game never grows old or dies."

I am a firm believer in the great truth *Mens sana in corpore sano*, and there is nothing more conducive to it than polo exercise. The proceedings this evening have been harmonious to

a degree, and at the many "farewells" I have taken part in throughout the Far East is the last quarter of a century, it has not been my lot to witness more thorough or more hearty good fellowship than has reigned supreme to-night.

A very enjoyable evening terminated with the singing of "Auld Lang Syne."

It may be added that the *chef* of the Club excelled himself, on this occasion. The Menu was—Soup, Chicken and Bird's nest; Fish: Boiled, Fried; Entrées: Broiled Sheep's Kidney, Roast Snipe, and Teal Breast Farces; Joints: Roast Turkey and Ham, Roast Saddle, Lamb, and Roast Leg of Pork (Dairy Farm); Vegetables: Potatoes, Pars, Carrots, Cold Asparagus, and Mayonnaise Sauce; Game: Roast Pheasant and Roast Wild Duck; Sweets: Almond Soufflé, Marshmallow Jelly, and Strawberry Ice; Wines: Amontillado, St. Julien, Pommery and Greno, Ch. Brwa Catenaco, 1889, "Old Tawny" Port and Madeira. At the foot of the Menu card the following lines were appended:—

"But the ring of ball
Of a pal in the thirteenth row,
With a bamboo stick,
And a pony kick,
Are better than all I know."

THE CITY HALL MUSEUM.

NOT AS IT OUGHT TO BE.

The ordinary traveller, on arrival in a strange city, seldom fails to include the local Museum among the places visited, and wisely so, such institutions affording both entertainment and instruction without putting the sightseer to trouble. With a well-arranged museum, and an efficient Curator one should be able to get an idea of the products of a place, its fauna and flora, ethnology, etc., and in a place like Hongkong, where all the races of the earth are represented, a museum should certainly be worthy its name and situation.

As it is, however, the Hongkong Museum is useless. On entering, the visitor finds himself in a badly lighted hall filled with a miscellaneous jumble of objects, apparently picked up at haphazard, and by the time he reaches the inner room, if he has courage to penetrate so far, he has only a confused impression of things as seen in a nightmare or the delirium of fever. On reaching the principal room matters are by no means improved, as all that is seen is a crowd of decaying specimens, many wrongly labelled, heaped together in such a manner that it is hopeless to look for any particular object. An intense gloom pervades the place, rendering the contents of the book cases practically invisible, while the dust and dirt over everything brings before the mind's eye, and one almost expects to see the ghosts of the Gages peeping from dark and cobwebby corners. The cases are entirely unsuited for their purposes, the panes of glass being small and the frames so thick as to hide certain portions of the exhibits completely, while these, besides, are so huddled together as to be of no practical value. Duplicates are seen everywhere; for instance, the Giant Owl, Crow Pheasant and several of our commoner birds are represented by four or five specimens, when one or two at most, would be amply sufficient, and allow of the others being properly displayed. None of the cases appear to be in the least impervious to damp, dust or insects, and the result is that the contents have got into such a state of decay that they spread the infection to all the newer specimens.

Talking to the mammals, one is at once struck by the many appearance of all, while the taxidermist art displayed is of a description calculated to make naturalists like Darwin, Seebohm and Waterston turn in their graves. Most of the animals appear to have met their death like the frog in the table—all being stuffed to the fullest possible extent, without the least regard to their natural shape or appearance. The small collection of Hongkong butterflies, owing to the kindness of Mr. Lionel de Nicellville, F.R.S., of the C. C. C. Museum, is correctly labelled, and this is all that can be said in its favour. The setting of the insects is execrable and would be a disgrace to an ordinary schoolboy's collection. The cases are entirely unsuited for them, and all that has been provided to keep away mites and other insect pests is a small quantity of camphor, which, in a tropical climate, is worse than useless. The consequence is that the specimens are ravaged by mites and rendered utterly worthless, and the greater proportion show the little heaps of dust below them, which entomologists know so well as proving that the specimens attached is not only doomed itself but is a standing danger to all others in the same case. Only about one half of the Hongkong rhopalocera are represented, and most of these are poor specimens, set with ordinary pins instead of the proper entomological ones. Until a properly made case or cabinet is provided for the insects they cannot be expected to remain in good condition above a few months, and must be constantly renewed, while no entomologist who had any love for science would present specimens to the Museum knowing that they would be allowed to decay for want of proper care and attention. An insect cabinet could be easily made locally, and would have the advantage of taking up considerably less room than the present useless case.

The ethnological exhibits show no order whatever, and as no proper system of descriptive labelling has even been attempted, it is impossible to obtain the slightest information regarding their use. Specimens from countries widely apart are scattered over the museum instead of being grouped together, with the result that what would be a small but valuable collection is utterly spoiled by the gross ignorance displayed in its arrangement. In one case a number of specimens of native work and products from Timor, and mixed up with them, in the same case, are three ordinary cardboard models, such as one purchases in London for a shilling, of the Tower Bridge, the Eiffel Tower and the Great Wheel at Earl's Court. These might certainly be of interest to the Chinese if displayed in their proper place with descriptive labels, but the lids of the cardboard boxes in which they were bought are also displayed and make the whole exhibit a laughing-stock for intelligent visitors.

Surely Hongkong could afford to have its museum properly looked after and attended to. Even Macao has one that throws its shade, while the Sandakan, Singapore, and Sarawak have small but well-kept museums that are a pleasure to the traveller and source of much valuable information to the residents. The following extract from a paper read before the Museums Association by Mr. F. A. Bather, M.A., will illustrate the point in question—"It is pointed out by the Curator of the South African Museum, that 'by far the larger proportion of visitors consists of non-residents in Cape Town.' The same might be said of almost any other Colonial Museum. Who, then, are the visitors, and what do they want to see? The traveller, whether he be a more globe-trotter or a visiting naturalist, wishes to view the local products, to know many years for a naturalist to become

acquainted with the fauna and flora of a country, but in a museum he can see them all at once. The sight-see from our country is most interested in what he has observed at his own home—perhaps he has killed a snake, or found some unfamiliar plant, or picked up a strange stone, all of which he looks to find in the museum of his chief town, and will go away the more grateful if he finds them properly labelled and intelligibly explained."

What do we find if we want a specimen named at the Hongkong Museum? We are met by a Chinaman who has not the slightest scientific training, and is surrounded with the names of the specimens exhibited, and, consequently, totally unable to give the least help to us; while if we try to forget the name for ourselves the arrangement of the Museum is so irregular that we should have to waste hours in carefully looking over the different cases, on the off chance of stumbling across the object sought. Even should we find it, there is always a grave doubt as to its being correctly named, so the museum, from this point of view, is worse than useless.

We have an excellent Botanic Garden, and surely Hongkong, the chief English Colony in the Far East, should not be outdone by Singapore and even Sarawak in the matter of a Museum. If the Government cannot see its way to erecting a suitable building and placing the Museum on a proper footing, which would not entail any great expense, could not some local philanthropist be found to start the affair and let it afterwards be supported by voluntary contributions? A learning Curator could be obtained, and if the Museum were brought into touch with educational establishments it would prove a boon to Europeans and Chinese alike by supplying a very important feature to the higher education of Hongkong youths.

CRICKET.

HONGKONG CRICKET CLUB v. ROYAL NAVY.

A match between teams from the above was played on the Cricket Ground to-day, in the presence of a large gathering of spectators. The weather was beautifully fine, and during the afternoon some enjoyable music was supplied by the band of H.M.S. *Centurion*.

THE SCORES WERE—

HONGKONG CRICKET CLUB.

Capt. Fyfe, R.B. b. Arthur, 45
Mr. West, P. b. Carter, 45
P. G. Dwyer, R.A. b. Arthur, 45
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FOOTBALL.

HONGKONG COLTS v. ROYAL ENGINEERS.

This match was played yesterday afternoon at Happy Valley on the Club ground. The weather was very favourable for football, there being little wind and the temperature was low enough to make exercise pleasant. The teams were as follow:—*Colts*—F. Sylva Netto, R. Henderson, H. Brett, D. Symington, H. A. Seth, forwards; T. Yole, J. M. Carvalho, F. H. Kew, halves; T. Hildman, N. Gossalsky, backs; J. W. Kew, goal. *Engineers*—Poole, Hingham, Stanley, McGregor, Miles, forwards; Smith, Kimber, Miles, halves; Isaac, Beatty, backs; Storey, goal.

Owing to the tardy arrival of several of the *Colts*, it was five o'clock before the *Engineers* kicked off. The ball was immediately taken to the vicinity of the *Engineers'* goal, for which Brett shot, but the ball just cleared the bar. Play then fluctuated between the centre and the R.E. end, until, just before half time, Yole got the ball and after a fast run up passed forward to Symington, who shot and missed. Neither side had scored a goal at half time, though the play had certainly been all on the *Colts'* side.

On resuming, Symington made a hot shot for the R.E. goal, which was, however, cleverly saved by Storey, and the *Engineers* took the ball to their opponents' end, where Poole tried for goal and missed. Play then dragged along, the ball being kept well in the vicinity of the R.E.'s goal, for which several long shots were made, but with no success. Just before time was called, Carvalho scored a goal for the *Colts* by a long shot, and immediately after Symington gained another. The R.E.'s then made a determined rush and forced the *Colts'* goal, which immediately after had a narrow escape from a free kick, but this was saved by Gossalsky. At the finish the score stood—*Colts* 2 goals; *Engineers* nil. The *Engineers* are a weak team, being deficient in backing up and passing, their backs being the strongest players. The *Colts* play well, and with a little more coaching and experience will make a formidable team. Symington and Gossalsky play a fine game and Seth, Carvalho, Brett and McGregor are promising players. The *Colts* are arranging a match with the Hongkong Football Club for Monday next.

INTERESTING BANKING CASE.

H. K. & S. BANK v. JAPAN CAMPHOR CO.

THE JUDGMENT.

On the 10th inst., at Kobe, judgment was delivered in the suit Hongkong and Shanghai Bank v. Japan Camphor Co., a report of which appeared in the *Hongkong Telegraph* of Monday last. The Court, which consisted of the U.S. Consul (Col. J. J. Connolly) and Messrs. Gray and C. P. Hall, acting as assessors, stated that it had only considered that part of the prayer of the petition referring to the bill of sale dated 10th April, 1893, it being the only allegation of indebtedness made against the Company. That part of the petition dealing with a bill of sale dated 15th December, 1893, should not be considered, as the persons executing the bill were not then and are now outside the Court's jurisdiction, being British subjects. The Court ordered that judgment be given for the plaintiffs for the sum of Mexican \$24,642.00, together with the interest upon this, until the date of payment, at the rate of 6 per cent, and that costs be paid by the defendants, the plaintiffs having sufficiently proved the indebtedness to be due under the bill of sale dated April 10th, 1893. It was also ordered that should the defendants fail to satisfy the judgment of the plaintiffs and pay the costs by noon of the 10th day of November, 1896, a writ of execution was to issue to the Marshal, ordering him to levy on and sell all the property of the defendants embraced in the bill of sale after holding the property for 90 days. Out of the proceeds of the sale, the costs of proceedings were to be deducted and the balance paid to the plaintiffs, or so much of the purchase money as was required to pay the judgment, the balance, if any, to the defendants. The assessor concurred in the judgment.

His Honor informed Mr. Brushfield, who appeared for the defendants, that under the U.S. Regulations the defendants had the right to make a demand upon the Marshal of the Court, directing him as to whether he should sell the property in one lot or in parcels.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE CONSERVANCY MUDDLE.

To the Editor of the "Hongkong Telegraph." SIR—With reference to the "specification," last night published in your paper, for a conservancy contract, and the extreme ignorance of Chinese manners and customs and the public requirements displayed by the person or persons who drew them up, I may be allowed to mention a fact. At my office, where between fifty and sixty Europeans and natives are employed, the night-soil is removed by a Government contractor. Although it must be a very profitable house for him, the work, I am assured, is done very badly, the soil being frequently removed only once in two days. At my private house, during the whole of my recent residence here, it has been removed regularly every night, and a man comes round in the morning for cleaning purposes. The payment has never been more than 6s per month, and no cause of complaint has arisen. At the time of the strike there was one day only on which it was not removed. If the very crude regulations set out in the "specification" are enforced, the cost will be treble, or more, and there will be

ENDLESS TROUBLE.

Hongkong, 21st November, 1896.

NAVY LEAGUE BADGES.

To the Editor of the "Hongkong Telegraph." SIR—I see it stated in a London daily that on Trafalgar Day thousands of ladies and gentlemen wore Navy League badges, all members of the League being specially requested to wear the badge of the League. This is news to me, for I never knew a badge had been adopted by the League, and my mind being there is such a badge in the Colony. If supplied with such a badge I should have gladly donated it on Trafalgar Day, and I hope, Sir, that by calling attention to this matter in your journal, steps may be taken to remedy what appears to me to be a grave oversight. If there are badges why should we not all—all the members of the League—be provided with them or be told where they can get them?

Yours faithfully,

A MEMBER OF THE LEAGUE.

Hongkong, 21st November, 1896.

RUSSIA IN THE FAR EAST.

The concession which the Russians have obtained for a railroad from the Trans-Siberian line across Northern Manchuria will tend to shorten the time for the completion of the main enterprise. The old route went along the southern border of Siberia, crossing four mountain ranges between the Bialka Lake and Vladivostok, but the change gives the engineers a short cut to the same terminus, in which two of the ranges are avoided. Probably a year's time will be saved by this new plan, and when the road is made trains may be able to cross from ocean to ocean in eight days instead of nine.

Intimations.

WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.

This Excellent TONIC REMEDY is now known as
"THE PERFECTION OF MEDICINAL PREPARATIONS."
You need not suffer any longer from POOR APPETITE, INDIGESTION, HEADACHE, SLUGGISH
LIVER, NERVOUSNESS, or the like, because you can be relieved by using it. LIVER, STOMACH,
FLATULANCE, and all affections of the Digestive Organs.

GIVE WAY AND DISAPPEAR BEFORE

WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.

PROPRIETORS—WATKINS & CO.,
APOTHECARIES' HALL, 55, Queen's Road Central.

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLES
FOR

MILITARY
EQUIPMENT

Apply to Messrs DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co, Paris

NOTICE.

THE ANNUAL GENERAL MEETING
OF THE HONGKONG SMOKING
CONCERT CLUB, will be held (by permission)
in the ST. ANDREW'S HALL on MONDAY, the
23rd instant, at 5:30 P.M.

E. W. MITCHELL,

Honorary Sec.

Hongkong, 18th November, 1896. [1775]

A. S. WILSON & CO., LIMITED.

AN INTERIM DIVIDEND on Account of
the Year 1895, at the Rate of FIFTY
CENTS PER SHARE (or FIVE PER CENT on
the Capital of the Company), will be PAYABLE
at the HONGKONG AND SHANGHAI BANK,
HONGKONG, on and after the 15th instant, on
WARRANTS to be obtained from the Under-
signed. Local Shareholders are requested to
apply at the COMPANY'S OFFICE for their
WARRANTS.

The DIVIDEND will also be PAYABLE
at the HONGKONG AND SHANGHAI BANK
SHANGHAI, on presentation of WARRANTS
there, on and after the same date.

The REGISTER OF SHARES will be
CLOSED on SATURDAY, the 21st instant,
until SATURDAY, the 28th instant, both days
inclusive, during which period no Transfer of
Shares can be registered.

By Order.

A. H. MANCILL,

Secretary.

Hongkong, 9th November, 1896. [1727]

NOTICE.

PASTRY. PASTRY.

I BEG to inform my CUSTOMERS and the
PUBLIC that from this date I will have
Every Morning a FRESH SUPPLY of—
AFTERNOON TEA CAKES,
SPONGE CAKES,
CHOUX A LA CREME,
PATES DE CHARTRES,
CHOCOLATE CAKES,
&c. &c.

Confectioned by a FIRST-CLASS FRENCH
PASTRY-CHIEF.
ORDERS for SPECIAL CAKES will be
EXECUTED at the SHORTEST NOTICE.
Speciality for BALLS or SOIREES.

A Trial earnestly Solicited.

G. GIRAUULT,

6, Queen's Road Central.

Hongkong, 20th November, 1896. [1800]

JUST LANDED:

A FRESH CONSIGNMENT of PINE-APPLE
BRAND AUSTRALIAN HAMS and
BACON at 45 Cents a lb.
Also
A FRESH LOT of ANGLO-SWISS MILK.
H. RUTTONJEE,
18, D'Arny Street,
Hongkong, 20th November, 1896. [1803]

NOTICE.

BRADLEY M. CONCEPTION will NOT BE
RESPONSIBLE for any DEBTS contracted
by his Son JOHN M. CONCEPTION, aged
18 years.

Hongkong, 2nd November, 1896. [1688]

JAPANESE POSTAGE STAMPS.

EVERY one who sends me 100 GOOD
STAMPS of his LAND will receive 100
STAMPS, in 20 VARIETIES, from JAPAN.
K. TODA,
17721 Blugo Mitranosho, Japan.

OYSTERS COCKTAILS.

RUM PUNCH,
CHAMPAGNE COCKTAILS,
at the Prettiest, Quietest and most select place
in town.

THOMAS' GRILL ROOM.

Tiffin and Dinners a Specialty.

Private Dining Rooms.

Hongkong, 18th November, 1896. [1763]

MITSUI BUSSAN KAISHA.

No. 8, Queen's Road Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines,

Osaka Coal Mines,

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kangafuchi Cotton Spinning Mill, Japan.

Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 6th July, 1896. [1744]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"NAMO," will be despatched for the above
Port TO-MORROW, the 22nd instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 21st November, 1896. [1801]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"HINSANG," will be despatched as above
on MONDAY, the 23rd instant, at 4 P.M., instead
of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th November, 1896. [1773]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO," will be despatched for the
above Port on TUESDAY, the 24th instant, at
Daylight.

This Steamer has Superior Accommodation
for Passengers.

For Freight or Passage, apply to
SHEWAN TOMES & Co.,
General Managers.

Hongkong, 20th November, 1896. [1802]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOURABAYA.

THE Company's Steamship

"FAUSANG," will be despatched as above
on TUESDAY, the 24th instant, at 4 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 20th November, 1896. [1797]

"MILBURN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA, THE Steamship

"PORT ADELAIDE,"
Morgan, Commander, will be despatched for the
above Ports on WEDNESDAY, the 25th instant,
at Noon.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 16th November, 1896. [1765]

"WARRACK" LINE OF STEAMERS.

FOR NAGASAKI AND KOBE, THE Steamship

"CROMARTY,"
Captain Duncan, will be despatched for the
above Ports on WEDNESDAY, the 25th instant,
at Noon.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 18th November, 1896. [1780]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOURABAYA, THE Company's Steamship

"SHANTUNG,"
Captain Frampton, will be despatched as above
on WEDNESDAY, the 25th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th November, 1896. [1793]

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL, THE Steamship

"BENVOLICH,"
Captain Clark, will be despatched as above
on or about the 26th instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th November, 1896. [1784]

FOR NEW YORK, VIA SUEZ CANAL, TO follow the S.S. Askani.

THE Steamship

"CLAVERHILL,"
Captain L. Wigley, will be despatched for the
above Port on or about the 27th November.

For Freight or Passage, apply to
SHEWAN TOMES & Co.,
Agents.

Hongkong, 16th November, 1896. [1679]



NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship

"YAMAGUCHI MARU,"
Captain Allen, will be despatched for the above
Ports on FRIDAY, the 11th December, at
Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Agents.

Hongkong, 10th November, 1896. [1739]

SAILING VESSELS.

FOR NEW YORK.

THE 3/4 A.L.L. 3/4m. American Ship
"WILLIAM H. SMITH,"
Wilson, Master, will load here for the above
Port, and will have quick despatch.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 19th October, 1896. [1611]

FOR SAN FRANCISCO, THE 100 AT British Ship

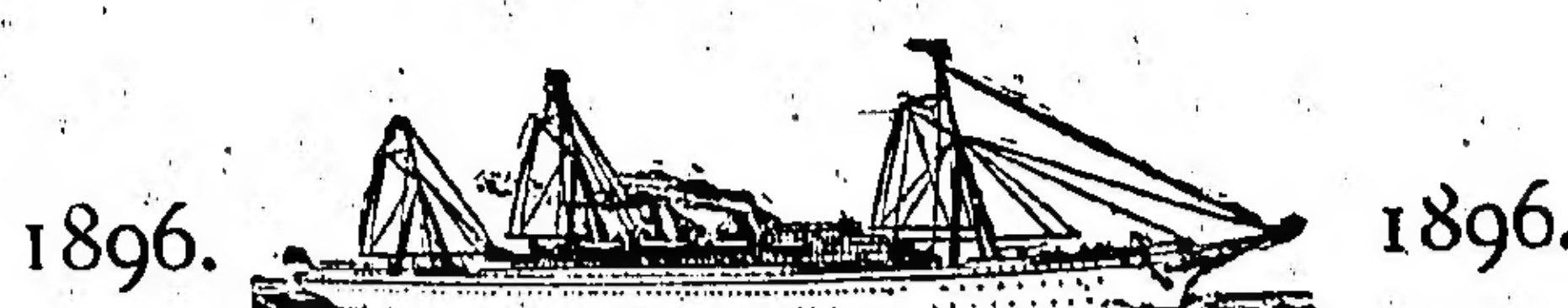
"CLAN MACFARLANE,"
Templeton, Master, will load here for the above
Port, and will have quick despatch.

For Freight, apply to
SHEWAN TOMES & Co.,
Agents.

Hongkong, 9th October, 1896. [1571]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th November.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 25th December.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 20th January, 1897.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12
DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL
TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,
Diplomatic and Civil Services, and to European Officials in the Service of China, and Japan
Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney
Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for
9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS
(the Company having received the highest award for same at recent Chicago World's Exhibition),
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the
Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 28th October, 1896.

D. E. BROWN, General Agent,

Paddis Street. [13]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, AFRICA, CENTRAL AND SOUTH AMERICA AND AUSTRALIA.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 24th Nov., at Noon.

Coffin (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 10th Dec., at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 29th Dec., at Noon.

THE Company's Steamship

"BELGIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 24th November, 1896, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland and Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of 24 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to freight fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 5th November, 1896.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 14th May, 1896. [160]

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ,
PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN AND HAMBURG,
PORTS IN THE LEVANT,
BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR THE PRINCIPAL
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Sachsen ... Wednesday 10th Dec.
Bayern ... Tuesday ... 5th Jan.

Prinz Heinrich ... Tuesday ... 2nd Feb.
Preussen ... Tuesday ... 1st March.

ON WEDNESDAY, the 9th day of Dec.,
1896, at 10 A.M., the Company's Steamship
"SACHSEN," Capt. H. Supper, with MAILED
PASSENGERS, SPECIE and CARGO, will
leave this Port as above, calling at NAPLES and
GENOA.

Shipping Orders will be granted till Noon on
MONDAY, the 7th Dec. Cargo and Specie
will be received on board until 5 P.M. on TUESDAY
the 8th Dec., and Parcels will be received at the
Agency's Office until Noon on TUESDAY, the
8th Dec. Contents of Packages are required.
No Parcel Receipts will be signed for less than
25 lbs and Parcels should not exceed Two Feet
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.
Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 21st November, 1896. [1743]

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to
the very cheap rates offered by this Line
to the PACIFIC COAST and the INTERIOR and
EASTERN CITIES of the UNITED STATES and
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table,
Doctor and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the Rocky and Cascade Mountains. The
YELLOWSTONE NATIONAL PARK, south. Passen-
gers to EUROPE may proceed by one of the first
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application.
Special rates allowed to members of Govern-
ment Services.

PROPOSED SAILINGS FROM
HONGKONG.
(SUBJECT TO ALTERATION.)

Tacoma ... 2549 Tuesday ... Dec. 8.
Victoria ... 3167 Tuesday ... Dec. 20.

Olympia ... 2668 Tuesday ... Jan. 19.
Bismarck ... 2601 Tuesday ... Feb. 9.

Tacoma ... 2549 Tuesday ... Mar. 2.

THE Steamship

"TACOMA,"
Captain T. A. Whistler, R.N.R., sailing at Noon,
on TUESDAY, the 8th December, will proceed
to VICTORIA (B.C.), and TACOMA (Wash.),
via SHANGHAI, KOBE and YOKOHAMA.

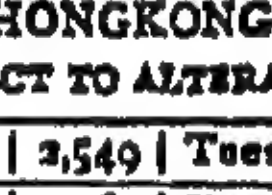
Through Bills of Lading issued to Japan,
Pacific Coast Ports, and to Canada and
United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate, and one
copy must be sent forward by the steamer to
the care of the Freight Agent, Northern Pacific
Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address
marked in full) by 5 P.M. on the day previous to
sailing.

For further information as to Passage or
Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 17th November, 1896. [1744]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTR